





## For Sale.

## MacEwen, FRICKEL &amp; Co.

H AVE JUST RECEIVED

AMERICAN MAIL.

Prime Eastern CHEESE.

Young American CHEESE.

Pine Apple CHEESE.

California BUTTER.

H.P. and MALT.

Soused Pig's FEET.

Assorted JAMS.

Assorted MEATS.

Assorted SOUPS.

CODFISH.

Pig's Head CHEESE.

Devilled HAM.

CAVIAR.

California Golden STRUP.

GIDER.

Whitaker's HAMS.

Breakfast BACON.

CUM HONEY in Frame and

Bottle.

PICKLED OYSTERS.

PICKLED TONGUE.

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## Mails.

## Occidental &amp; Oriental Steam-Ship Company.

TAKING THE U.S. CARGO AND

PASSENGERS FOR THE UNITED

STATES AND EUROPE.

IN CONNECTION WITH THE

CENTRAL

AND

UNION PACIFIC AND CONNECTING

RAILROAD COMPANIES

AND

ATLANTIC STEAMERS.

THE S.S. OCEANIC will be despatched

for San Francisco via Yokohama,

on MONDAY, the 11th October, 1880,

3 p.m., taking Cargo and Passengers for

Japan, the United States, Mexico, Central

and South America, and Europe.

Connection is made at Yokohama, with

Steamers from Shanghai.

Freight will be received on Board until

4 p.m. of the 1st October. PARCEL

PACKAGES will be received at the office

until 5 p.m. on the day of sailing. All

Parcels should be addressed in full; value

of same is required.

A RECEIPT is made on RETURN PAS-

SAGE TICKETS.

Consular tickets for accompanying Over-

land, Mexican, Central, and South American

Cargo, should be sent to the Company's

Office addressed to the Collector of Customs,

San Francisco.

For full or information as to Freight

or Passage, apply to the Agent, 40

Company, No. 57, Queen's Road Central,

HONGKONG.

CHAS. H. HANSON, JR.,

Agent.

Hongkong, September 27, 1880.

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## Insurances.

## NORTH BRITISH &amp; MERCANTILE

INSURANCE COMPANY.

Incorporated by Royal Charter and

Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong

for the above Company, are prepared

to grant Policies against FIRE, to the

extent of £10,000 on any Building, or

on Merchandise in the same, at the

usual Rates, subject to a discount of 20

per cent.

GILMAN &amp; Co.,

Agents.

Hongkong, July 6, 1875.

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## To-day's Advertisements.

## FOR LONDON VIA SUEZ CANAL.

(Taking Cargo at through rates for NEW

YORK and HAMBURG.)

The Steamship

"Glenvalley,"

Capt. A. TAYLOR, will

be despatched on above

route about the 27th instant.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co.

Hongkong, October 9, 1880.

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## IRISH LASSES.

We have dark lovely locks on the shores  
Where the Spanish  
From their gay ships came gallantly  
forth,  
And the sweet shrinking violets answer will  
vanish  
Than modest blue eyes from our north;  
But oh! if the fairest of fair daughters Erin  
Gathered round at her golden quays,  
There's not one of them all that I'd think  
worth comparing with  
With Nancy, the pride of the west.

You'd suspect her the status the Greek fell  
in love with,  
If you chanced on her morning alone,  
Or some goddess great Jove was offended  
above with,  
And chilled to a sculpture of stone;  
But you'd think her no colorless classical  
statue  
When she glowed from her passive re-  
pose,  
With her glowing grey eyes glancing timidly  
at you,  
And the blush of a beautiful rose.

Have you heard, Nancy sigh? then you've  
caught the sad echo  
From the wind harp enchantingly borne,  
Have you heard the girl laugh? then you've  
heard the first cuckoo  
Carol summer's delightful return,  
And the songs that poor ignorant country  
folk follow  
The lark's bright raptures on high  
Are just old Irish airs from the sweet lips  
of Nancy,  
Flowing up and refreshing the sky.

And though her foot danc'd so soft from  
the heather  
To the dew tinkling tussocks of grass;  
It but warns the bright drops to sip closer  
together  
To image the exquisite lass;  
We've no men left among us, so lost to  
emotion  
Or scornful or cold to her sex,  
Who'd resist her, if Nancy once took up the  
notion  
To set that soft foot on their necks.

Yet for all that the bee flies for honey-dew  
fragrant  
To the half opened flower of her lips;  
And the butterfly pauses, the purple-eyed  
vagrant,  
To play with her pink finger-tips;  
For all human lovers she looks up the  
treasure  
A thousand are starting to taste,  
And the fairies alone know the magical  
measure  
Of the ravishing sound of her waist.  
—From "Songs of Kilnasherry" by Alfred  
Graves.

## THE FUTURE OF CHINA.

Englishmen who are watching the  
progress of affairs in the Far East should  
be careful not to take their view of the  
real condition of the Chinese Empire  
from such a paper as that in the *Chinese  
South China* on the "Future of China."  
The author has evidently never been in the  
country. He takes his account of the  
Chinese army from Tinkowsky, a  
Russian, who wrote "fifty years ago."  
He is ignorant of the very careful  
description of the military forces of the  
empire written by our present Minister  
at Peking, who has not only been nearly  
forty years in the country, but who is  
one of the first Chinese scholars and was  
a working soldier—having been adjutant  
of a regiment of which Lord D'Almeida  
was the commanding officer—before he be-  
came a diplomatist. The author, more-  
over, has no knowledge of the great  
naval dockyard near Foochow, founded by  
M. Guichon of the French navy, at  
which nearly a score of sea-going ships  
of war of the smaller classes and their  
machinery have been constructed. He  
speaks of the naval arsenal at Kiangnan,  
near Shanghai, as though it has been  
just established, whereas it has been in  
existence over a century. He believes  
that nearly all the armaments, "if not  
all," required for the army is obtained  
from the fact being that the great  
cartridge factory of China is at Tientsin,  
hundreds of miles away. He supposes  
that no artillery is manufactured else-  
where than at Kiangnan, in ignorance of  
the gun-factory at Nanking, established  
by Dr. Macartney, at present Secretary  
of Legation in London. He says the  
Chinese navy consists only of foreign  
purchased vessels, "not being aware that  
two steam frigates were built years ago  
at Kiangnan, besides the whole fleet  
turned out at Foochow. The small arms  
factory at Kiangnan, he says, is "not  
yet in full working order," whereas in  
1873 it was turning out breechloaders  
at the rate of five hundred a week."  
World.

QUEEN Victoria receives £1,250 a day,  
which (remarks a contemporary) is a great  
deal of change for one sovereign.

He asked a Cincinnati belle if there was  
much refinement and culture in that city,  
and she replied: "You just let your boys  
be a cultured crowd."—*San Francisco  
News-Letter*.

Tax anxiety felt about the *Atlanta* has  
given rise (says an English paper) to a  
suggestion that every sea-going vessel should  
be compelled to carry at least one of the so-  
called "sea messengers." The sea messenger  
is a man in various states of equipage,  
in compactness; and according to its  
size, letters, despatches, ships' logs, jewel-  
lery, and other valuables can be inserted in it.  
The cask can be quickly hermetically  
sealed so that no water can get in, and then  
be thrown overboard with the assurance that  
it will remain afloat for a very long time.  
That it would be desirable for every vessel  
to be provided with such a messenger can  
hardly be doubted; and as Mr. Ashbury  
states in the terms of the new *Parliamentary  
Bill* on the subject of the Shipping Act  
becomes necessary it is his intention to ask  
one of his friends to propose a clause mak-  
ing the provision compulsory, the subject  
will probably come to be fully discussed.  
The advisability, however, of adopting a  
second suggestion, made by a correspondent  
of the *Standard*, that "if it is made law  
that every ship must carry a sea-messenger,  
there must also be an enactment that ships  
sighting one must, under penalty for omis-  
sion, pick it up," is open to question. A  
handy steamer or well-found yacht might  
be able without much trouble to pick up a  
small cask; but it would often be very dif-  
ficult, if not impossible, for an ordinary  
merchant vessel to do so. Moreover, it is  
difficult to see how such an enactment  
could be enforced. A captain, unwilling to  
delay his voyage to pick up a messenger,  
could always find a plausible excuse for not  
doing so. At the same time, curiosity,  
if no better motive, could generally be de-  
pendent upon to ensure that it would be  
done if possible.

GENERAL ROBERTS' MARCH  
AND VICTORY.

(Straits Times.)

There is a dramatic completeness  
about General Roberts' march  
from Calcutta to Candahar and his crush-  
ing defeat of Ayub Khan, without halt  
or delay, which makes one's blood  
tingle and cannot fail to render it  
memorable in the annals of Indian warfare.  
And it was really time that some  
such brilliant feat should be achieved  
for the credit of the British arms. The  
misfortunes and, as is alleged, the blunders  
of General Burrows and Burrows  
in Southern Afghanistan had been con-  
tinuous and without one redeeming  
gleam of success during the previous  
two months. Both of them are now  
connected with two disasters such as  
never before happened to British arms  
in India. General Burrows allowed  
himself to be outgeneraled and utterly  
routed at Kushi-Nakud on the 27th  
July. So far as is known, his infantry  
was first pounded with cannon for  
several hours, and then suddenly attack-  
ed in front and both flanks, with cannon,  
cavalry and Ghazis, while his cavalry  
seems to have been useless. General  
Burrows thereupon seems to have lost  
his head, and in a panic leaves his  
cannon and large stores and takes  
refuge in the Candahar citadel. It was  
ten days before the enemy appeared,  
and during that time it does not seem  
to have occurred to him to clear the  
ground in the vicinity of the city of all  
hazards likely to afford shelter to his  
enemies. The result is that on the  
16th August he orders a sortie to  
destroy the English-held walls of Dohkwa  
village about two hundred yards distant,  
on the east of Candahar, from which his  
cannon was exposed to his constant  
trouble. The sortie ended with a loss  
of 12 officers killed, including General  
Burrows in command, and about 200  
rank and file killed and wounded.  
Then it has been noted with surprise  
that although he had 4,500 fighting  
men under his command, of which about  
1,200 were white troops, he allowed  
himself to be routed up by 13,000  
Afghans, and he would have been  
stayed into surrender, just as General  
Elphinstone was at Cabul in the old  
Afghan war, had he not been relieved.  
And yet his own and General Burrows'  
losses do not appear to have been so  
great as the announcement of the an-  
nihilation of a brigade would lead one  
to imagine. The latest telegraph re-  
ceived from him before his relief stated  
that his total loss up to the 24th August  
had been 27 officers and 300 men killed.  
The wounded are not given. It is  
refreshing to turn from his disasters,  
whether due to misfortune or incompe-  
tency, to the daring achievements of  
General Roberts and his splendid light  
corps. He left Calcutta on the 6th  
August, with rather less than 10,000  
fighting men, 8,000 followers, and 9,000  
loggage animals, and he arrived under  
the walls of Candahar on the morning  
of the 31st August, without the loss of  
a man hardly, with his troops in capital  
health and high spirits, and his cavalry,  
horses, artillery mules and other bag-  
gage animals in excellent condition.  
All his guns and baggage were carried  
on mule or yak back, there being not a  
wheel in the whole column. The  
distance traversed is put down at 316  
miles, and was done in 22 days or at  
the rate of about 14½ miles a day in-  
cluding all stoppages. On the same  
day that he arrived, the 31st August,  
our brigade restored the water supply  
which had been stopped by Ayub  
Khan's troops, and General Roberts with  
his cavalry made a reconnaissance in  
force and succeeded in drawing out  
Ayub's troops so as to obtain some idea  
of his position. Next morning General  
Roberts attacked, turned Ayub's right  
flank, took his entrenched camp in rear,  
captured his guns, ammunition, arms  
and baggage and dispersed his whole  
army. The success of the march and  
the battle was complete, and we must  
confess to some sense of disappointment  
that Ayub Khan was not taken prisoner  
and that Roberts' 10,000 prisoners is a  
myth. The loss of the enemy is said to  
have been severe, but it would have  
been satisfactory to know how severe.  
How many were killed? Then what  
one of the soldiers of the sickening butchery  
of poor young Hector Macdonald, just in  
the hour of delivery, it need not be  
deemed bloodthirsty to wish that a score  
or two of prisoners had been shot for it,  
and Ayub Khan himself caught and  
hanged on the spot.

In reference to the Dr. Tanser *fasting*  
business, an account of a long fast under-  
gone by an American as far back as 1829  
may be read with interest. The case in  
question was reported by the late Dr.  
James Naughton, of Albany, and is  
worthy of being perfectly authentic, and  
more especially as the experimentalist  
died, and a post-mortem examination show-  
ed death to be the result of starvation. It  
has been communicated to the *Atlantic*  
*Drugs*, and states that Reuben Kelsey, the  
victim of his foolish obstinacy, on July 2,  
1829, declined to eat anything, assigning  
as a reason for fasting that when it was  
the will of the Almighty that he should eat  
he would be furnished with an appetite.  
For the first six weeks he went regularly  
to the well of a morning and washed his  
hand and face, besides occasionally drinking  
water and rinsing his mouth. His parents  
were of opinion that he did not drink more  
than a pint of water in twenty-four hours.  
Compulsory means to make him take food  
were unavailing. On one occasion he went  
three days without taking any water; but  
on the fourth morning he was observed to  
go to the well and drink copiously and  
greedily. On the eleventh day of the fast  
he stated to his friends he had not felt so  
well and strong for two years at least.  
For the first forty-two days he walked out  
every day, and sometimes spent the greater  
portion of the day in the woods. He  
walked steadily and firmly. His strength  
then declined; but he shaved himself until  
within a week of his death, and was able to  
sit up in bed to the last day. His voice  
became low and feeble, but remained  
distinct. He died on Aug. 24, having  
lived fifty-three days without food. It is  
recorded that during the first three weeks  
of his abstinence he fell away rapidly, but  
afterwards in a less noticeable degree. His  
colour was blue, and at the last blackish;  
and he was very thin, but his general appear-  
ance that children were frightened at the sight  
of him. At the time of his death Kelsey  
was twenty-seven years of age.

## MARK TWAIN ON ANTS.

Mark Twain graphically describes the

house of the Black Forest, its valleys,  
streams, water-mills and wide crui-  
sibles, and saints and virgins; its human  
inhabitants, and its other inhabitants.  
Of one of its "other inhabitants," the  
ant, here is a singularly felicitous and  
amusing sketch:—

"Now and then, while we rested, we  
watched the laborious ant at his work.  
I found nothing new in him—certainly  
nothing to change my opinion of him.  
It seems to me that in the matter of  
intellect the ant must be a strangely  
overrated bird. During many summers  
now I have watched him, when I ought  
to have been in better business, and I  
have not yet come across a living ant  
that seemed to have any more sense than  
a dead one. I refer to the ordinary ant,  
of course; I have had no experience of  
those wonderful Swiss and African ones  
which you, keep drilled armies, hold  
particular ants may be all that the  
minded that the average ant is a sham.  
I admit his industry, of course; he is the  
hardest working creature in the world  
—when anybody is looking—but his  
leather-headedness is the point I make  
against him. He goes out foraging, he  
makes a capture, and then what does he  
do? Go home? No; he goes anywhere  
but home. He doesn't know where  
home is. His home may be only three  
feet away; no matter, he can't find it.  
He makes his capture, as I have said, it  
is generally something which can be of  
no use to himself or anybody else; it is  
usually seven times bigger than it  
ought to be; he hunts out the most  
awkward place to take hold of it; he  
flits it bodily up in the air by main  
force, and starts—no toward his home,  
but in the opposite direction; not calmly  
and wisely, but with a frantic haste  
which is wasteful of his strength; he  
flops up against a pebble, and, instead  
of going around it, he climbs over it  
backward, dragging his booty after him,  
tumbles down the other side, jumps up  
in a passion, kicks the dust off his  
clothes, moustache his hands, grabs his  
property viciously, yanks it this way,  
then that, shoves it ahead of him  
moment, turns tail and lugs it after him  
another moment, gets madder and  
madder, then presently hurls it into  
the air and goes tearing away in an  
entirely new direction; comes to a wheel;  
it never occurs to him to go around it.  
No, he must climb it, and he  
does climb it, dragging his worthless  
property to the top—which is as bright  
a thing to do as it would be for me to  
carry a sack of flour from H. Id. bridge  
to Paris by way of Strasbourg steeply;  
when he gets up there he finds that it is  
not the place, takes a cursory glance at  
the scenery, and either climbs down again  
or tumbles down, and starts off once  
more—as usual, in a new direction. At  
the end of half an hour he fetches up  
within six inches of the place he started  
from and lays his burden down.  
Meantime he has been over all the  
ground for two yards around, and  
climbed all the weeds and pebbles he came  
across. Now he wipes the sweat from  
his brow, shakes his limbs, and then  
marches amiably off, in as violent a  
hurry as ever. He traverses a good  
deal of zig-zag country, and by-and-by  
stumbles on his same booty again. He  
does not remember to have ever seen it  
before, he looks round to see which is  
the way home, grabs his bundle, and  
starts. He goes through the same ad-  
venture, he had before, nearly stops to  
rest, and a tired comrade along. Evidently  
the friend remarks that a last year's  
grasshopper leg is a very noble acquisition,  
and enquires where he got it. Evidently  
the proprietor does not remember exactly  
where he got it, but thinks he got it  
"around here somewhere." Evidently  
the friend contracts to help him freight  
it home. Then, with a judgment pre-  
sently acute (but not intentional), they  
take hold of the opposite ends of that  
grasshopper leg and begin to tug with all  
their might in opposite directions. Pre-  
sently they take a rest, and confer  
together. They decide that something is  
wrong, they can't make out what. Then  
they go at it again, just as before. Same  
result. Mutual recriminations follow.  
Evidently each accuses the other of being  
an obstructionist. They warm up, and  
the dispute ends in a fight. They lock  
themselves together and chew each  
other's jaws for a while; then they roll  
and tumble on the ground till one loses  
a horn or a leg and has to haul off for  
repairs. They make up and go to work  
again in the same old insane way, but  
the crippled ant is at a disadvantage;  
as he may, the other one drags off  
the body and him at the end of it.  
Instead of giving up, he hangs on and  
gets his shining broad agent every  
obstruction that comes in the way. By  
and-by, when that grasshopper leg has  
been dragged all over the same old  
ground once more, it is finally dumped  
at about the spot where it originally lay.  
The two pumping ants inspect it  
thoughtfully, and decide that dried  
grasshopper legs are a poor sort of prop-  
erty after all, and then each starts off  
in a different direction to see if he can't  
find an old nail or something else that  
is heavy enough to afford entertainment  
at the same time useless enough to  
make an ant want to eat it.

The Navigation returns just issued are  
interesting, showing as they do how com-  
pletely our mercantile marine is being  
transformed by steam power, and still more  
interesting in that they prove clearly that  
the carrying trade of the world is every  
year becoming more and more an English  
monopoly. The sailing ship tonnage ex-  
ceeded four and a half millions in 1870;  
it was only just four millions in 1879. The  
steam tonnage was less than one and a  
quarter millions in 1870; it is now more  
than two and a half millions. The com-  
merce of Great Britain exceeds the  
united tonnage of all the rest of the world,  
and notwithstanding the vast increase of  
our imports the number of foreign vessels  
entering our ports is smaller every year.  
America at one time promised to develop a  
great carrying trade, but this promise has  
never been fulfilled, and every year makes  
it more evident that our shipowners are  
absorbing all the trade between our shores  
and the other countries of the world.

## A STRANGE STORY.

The following regular statement of

facts is contributed to the editor's drawer

of Harper's Magazine for August, by

George A. Hanson, of Lowell, Mass.:

The reading of the "Puzzle for Mo-

taphysicians" in the June number of

your monthly, recalls to the writer the

most remarkable occurrence of its nature

which a nautical experience of twenty

years afforded. This is another of those

occasional glimpses of the curtain which limits

the vision of mortality. Prices Cur-

rent may be paid either as Newspapers or

Books, Patterns, &amp;c. 2 cents each.

There is no charge on redirected corre-

spondence within the Postal Union.

Postage to Non-Union Countries.

Hawaiian Kingdom.

Letters, 10.

Registration, None.

Newspapers, 5.

Books &amp; Patterns, 5.

West Indies (Non Union), Bolivia,

Costa Rica, Guatemala, New Granada,

Nicaragua, Panama, Paraguay.

Letters, 30.

Registration, None.

Newspapers, 10.

Books &amp; Patterns, 10.

Australia, New Zealand, Tasmania,

Tiji, via Torres Straits, Letters, 12; Re-

gistration, 10; Newspapers, 2; Books and

Patterns, 4; Via Galle, Letters, 25; Re-

gistration, 10; Newspapers, 2; Books and

Patterns, 4.

Natal, the Cape, St. Helena, and An-

son, via Aden, Letters, 25; Registration,

10; Newspapers, 2; Books and Patterns, 5.

A small extra charge is made on delivery.

There is Registration to British W. India

Islands, 10 cents. To the Bahamas

and Hayti, the San Francisco route is

available.

Registration via San Francisco, 10 cents.

Can't be sent via San Francisco.

## Hongkong Rates of Postage.

(Revised June 23, 1880.)

In the following Statements and Tables

the rates are given in cents, and are, for

Letters, per half ounce, for Books and

Patterns, per two ounces.

Newspapers over four ounces in weight

are charged as double, treble, &amp;c., as the

case may be, but such papers or packets or

patterns may be sent at Book Rate. Two

Newspapers must not be folded together as

one, nor must anything whatever be inserted

except bona fide Supplements. Printed

matter may, however, be enclosed, if the

whole be paid at Book Rate. Prices Cur-

rent may be paid either as Newspapers or

Books, Patterns, &amp;c. 2 cents each.

There is no charge on redirected corre-

spondence within the Postal Union.

Postage to Non-Union Countries.

Hawaiian Kingdom.

Letters, 10.

Registration, None.

Newspapers, 5.

Books &amp; Patterns, 5.

West Indies (Non Union), Bolivia,

Costa Rica, Guatemala, New Granada,

Nicaragua, Panama, Paraguay.

Letters, 30.

Registration, None.

Newspapers, 10.

Books &amp; Patterns, 10.

Australia, New Zealand, Tasmania,

Tiji, via Torres Straits, Letters, 12; Re-

gistration, 10; Newspapers, 2; Books and

Patterns, 4; Via Galle, Letters, 25; Re-

gistration, 10; Newspapers, 2; Books and

Patterns, 4.

Natal, the Cape, St. Helena, and An-

son, via Aden, Letters, 25; Registration,

10; Newspapers, 2; Books and Patterns, 5.

A small extra charge is made on delivery.

There is Registration to British W. India

Islands, 10 cents. To the Bahamas

and Hayti, the San Francisco route is

available.

Registration via San Francisco, 10 cents.

Can't be sent via San Francisco.

## LOCAL POSTAGE.

Between Hongkong, Canton,  
and Macao, in either  
direction.Between any other two  
places in the Postal  
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## Local Parcel Post.

Small Parcels may be sent by Post

between any of the Post Offices in China

or Japan, as well as to Macao, Pan-

hoh, Singapore, Penang, and Malacca.

They must not exceed the following dimen-

sions, 2 feet long, 1 foot broad, 1 foot deep,

nor weigh more than 15 lbs. The postage

will be 20 cents per lb., which will include

Registration. The parcels may be wholly

closed if they bear this special endorse-







## Intimations.

THE CHINA REVIEW.

THE widely-expressed regret at the discontinuance of *Notes & Queries on China and Japan*, has induced the publisher of this journal to issue a publication similar in object and style, but slightly modified in certain details.

The *China Review*, or *Notes and Queries on the Far East*, is issued at intervals of two months, each number containing about 60 octavo pages, occasionally illustrated with illustrations, photographs, woodcuts, &c. should the papers published demand, and the circulation justify, such extra matter.

The subscription is fixed at \$5.00 per annum, payable by non-residents in Hongkong and foreign countries in advance. The publication includes papers original and selected upon the Arts and Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Languages and Customs, Natural History, Religion, &c. of China, Japan, Mongolia, Tibet, the Eastern Archipelago and the "Far East" generally. A more detailed list of subjects upon which contributions are especially invited is incorporated with each number.

Original contributions in Chinese, Latin, French, German, Spanish, Italian or Portuguese, are admissible. Endeavours are made to present a résumé in each number of the contents of the most important works bearing on Chinese matters. Great attention is also paid to the Review department.

Notes and Replies are classified together as "Notes" (hand references being given, when furnished, to the sources of the queries), and as "Queries" (hand references being given, when furnished, to the sources of the queries), and as "Queries" (hand references being given, when furnished, to the sources of the queries).

The *China Review* for July and August 1879, is at hand. It says that forty-two essays were sent in to compete for the best paper on the advantages of Christianity to the development of the state. All our learned societies would subscribe to this solemn and enterprising Review. It is a sixty-page, bi-monthly, repository of what scholars are ascertaining about China. The contents of the Review for July and August 1879, is at hand.

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## Merchant Vessels in Hongkong Harbour.

Exclusive of late arrivals and departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Harbour or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section 1. From Green Island to the Gas Works.  
Section 2. From the Gas Works to the Naval Yard.  
Section 3. From the Naval Yard to the Harbour Master's Office.  
Section 4. From the Harbour Master's Office to the P. and O. Co.'s Office.  
Section 5. From P. and O. Co.'s Office to Peddar's Wharf.  
Section 6. From Peddar's Wharf to the Naval Yard.  
Section 7. From the Naval Yard to the Pier.  
Section 8. From the Pier to East Point.

Vessel's Name	Flag	Tonnage	Date of Arrival	Consignees or Agents	Destination	Remarks
Alexander	Brit.	1021	Oct. 8	Walterfield & Squire	London, &c.	To-day
Albion	Brit.	562	Sept. 27	Thames & Co.	Shanghai	To-day
Alfred	Brit.	914	Oct. 8	Thames & Co.	Bombay, &c.	To-day
Alfred	Brit.	914	Oct. 8	Thames & Co.	Bombay, &c.	To-day
Alfred	Brit.	914	Oct. 8	Thames & Co.	Bombay, &c.	To-day
Alfred	Brit.	914	Oct. 8	Thames & Co.	Bombay, &c.	To-day
Alfred	Brit.	914	Oct. 8	Thames & Co.	Bombay, &c.	To-day
Alfred	Brit.	914	Oct. 8	Thames & Co.	Bombay, &c.	To-day
Alfred	Brit.	914	Oct. 8	Thames & Co.	Bombay, &c.	To-day
Alfred	Brit.	914	Oct. 8	Thames & Co.	Bombay, &c.	To-day

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Alfred	Brit.	914	Oct. 8	Thames & Co.	Bombay, &c.	To-day
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Alfred	Brit.	914	Oct. 8	Thames & Co.	Bombay, &c.	To-day
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Alfred	Brit.	914	Oct. 8	Thames & Co.	Bombay, &c.	To-day
Alfred	Brit.	914	Oct. 8	Thames & Co.	Bombay, &c.	To-day
Alfred	Brit.	914	Oct. 8	Thames & Co.	Bombay, &c.	To-day
Alfred	Brit.	914	Oct. 8	Thames & Co.	Bombay, &c.	To-day
Alfred	Brit.	914	Oct. 8	Thames & Co.	Bombay, &c.	To-day
Alfred	Brit.	914	Oct. 8	Thames & Co.	Bombay, &c.	To-day

## Men-of-war in Hongkong Harbour.

Vessel's Name	Flag	Tonnage	Date of Arrival	Commander
Alfred	Brit.	914	Oct. 8	Thames & Co.
Alfred	Brit.	914	Oct. 8	Thames & Co.
Alfred	Brit.	914	Oct. 8	Thames & Co.
Alfred	Brit.	914	Oct. 8	Thames & Co.
Alfred	Brit.	914	Oct. 8	Thames & Co.
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Alfred	Brit.	914	Oct. 8	Thames & Co.
Alfred	Brit.	914	Oct. 8	Thames & Co.
Alfred	Brit.	914	Oct. 8	Thames & Co.
Alfred	Brit.	914	Oct. 8	Thames & Co.

## HONGKONG, MACAO AND CANTON RIVER STEAMERS.

Name	Tonnage	Flag	Owner	Commander
Alfred	914	Brit.	Thames & Co.	Thames & Co.
Alfred	914	Brit.	Thames & Co.	Thames & Co.
Alfred	914	Brit.	Thames & Co.	Thames & Co.
Alfred	914	Brit.	Thames & Co.	Thames & Co.
Alfred	914	Brit.	Thames & Co.	Thames & Co.
Alfred	914	Brit.	Thames & Co.	Thames & Co.
Alfred	914	Brit.	Thames & Co.	Thames & Co.
Alfred	914	Brit.	Thames & Co.	Thames & Co.
Alfred	914	Brit.	Thames & Co.	Thames & Co.
Alfred	914	Brit.	Thames & Co.	Thames & Co.

## HONGKONG, MACAO AND CANTON RIVER STEAMERS.

Name	Tonnage	Flag	Owner	Commander
Alfred	914	Brit.	Thames & Co.	Thames & Co.
Alfred	914	Brit.	Thames & Co.	Thames & Co.
Alfred	914	Brit.	Thames & Co.	Thames & Co.
Alfred	914	Brit.	Thames & Co.	Thames & Co.
Alfred	914	Brit.	Thames & Co.	Thames & Co.
Alfred	914	Brit.	Thames & Co.	Thames & Co.
Alfred	914	Brit.	Thames & Co.	Thames & Co.
Alfred	914	Brit.	Thames & Co.	Thames & Co.
Alfred	914	Brit.	Thames & Co.	Thames & Co.
Alfred	914	Brit.	Thames & Co.	Thames & Co.

## HONGKONG, MACAO AND CANTON RIVER STEAMERS.

Name	Tonnage	Flag	Owner	Commander
Alfred	914	Brit.	Thames & Co.	Thames & Co.
Alfred	914	Brit.	Thames & Co.	Thames & Co.
Alfred	914	Brit.	Thames & Co.	Thames & Co.
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Alfred	914	Brit.	Thames & Co.	Thames & Co.
Alfred	914	Brit.	Thames & Co.	Thames & Co.
Alfred	914	Brit.	Thames & Co.	Thames & Co.
Alfred	914	Brit.	Thames & Co.	Thames & Co.

## HONGKONG MARKET PRICES.

Corrected to Saturday, October 9th, 1880.

At 1000 Cash per Dollar Mexican.

Highest, Lowest, Cash, Cash.

Chipson Names.

Butcher Meat.

Bacon, English, lb. 323 300

" " " " " 225 200

" " " " " 200 170

" " " " " 180 160

" " " " " 140 130

" " " " " 170 150

" " " " " 100 90

" " " " " 170 150

" " " " " 300 270

" " " " " 300 270

" " " " " 140 130

" " " " " 750 700

" " " " " 140 130

" " " " " 140 130

" " " " " 50 45

" " " " " 80 60

" " " " " 110 100

" " " " " 50 45

" " " " " 300 270

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Shrimps, each	110 100
Snapper, each	120 110
Solms, Fresh	90 80
Turkey, each	90 80
Turtles, small, fresh water, each	800 850

## Fruits.

Alouettes, each 50 40

Apples, Tientsin, each 200 180

" " " " " 200 180

Bananas, fragrant, Canton, each 25 20

Carabobas, each 60 50

Cheenuts, each 100 90

Citron, Green, each 80 70

Cocoanuts, each 50 40

Custard Apples, each 40 30

Cousins, 2 lb. bottle 400 350

Daisies, each 150 140

Daisies, each 600 400

Figs, Dried, box 1000 1000

Grapes, Tientsin, each 250 230

Ground Nuts, each 20 15

Guavas, each 60 50

Lemon, China, each 80 70

" " " " " 700 600

Lichens, Dried, each 200 180

Loong Nian, Dried, each 300 250

Musk Malons, each 60 50

Olives, each 40 30

Oranges, Canton, each 80 70

" " " " " 80 70

" " " " " 750 600

" " " " " 250 230

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" " " " " 30 25

" " " " " 60 50

" " " " " 80 70

" " " " " 40 30

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